low of 28.97 at 8 A. M. and thereafter retting to normal under the impuls of a change of air from the cold North-The area of high winds and snow covered points along the coast from Nor-folk to eastern Massachusetts. Trouble with the wires prevented the Weather reau from getting the high record Block Island, where it blows more cely than on any other station when real twister nurtured in Texas comes is way. Philadelphia had snow trouble with a precipitation measured in rain inches, or nearly twice ours, but ot all snow. Sandy Hook was isolated nd ships were reported first at Quaran-Even the wires from that nearest station were unreliable for hours, and there was trouble on the wires to New

Boston and several other New England were isolated telegraphically last ight from all points north, south, east and et. The Western Union and Postal operstrove vainly to get men at the of offices in the Hub. A worker Montpelier, Vt., wire gave the first s of what had happened to Boston ending this despatch to an office "Can't get Boston, but a from a train that has arrived m the city says a blizzard was aging when he left and that a tidal ave had overwhelmed a part of it."

Efforts to get Newport by telegraphere also ineffective and the impression the telegraph companies was that storm had prostrated wires all over ern parts of Massachusetts and de Island.

8,000 EXTRA STREET CLEANERS.

oper Bill Edwards and Jim Commissioner Bill Edwards and Jim logan, his deputy, spent all Saturday int getting ready to tackle the big low. They spent a good chunk of the ty's money in telephone calls—getting uckmen, recruiting sweepers and shovlers from the lodging houses and sending out a raft of orders to their subortmates all over the greater city. They are more than 300 telephone calls during a night.

Deputy Jim in an automobile did some hustling from 4 A. M. until mid-night last night, and he took his meals on the fly. A can of hot coffee and a hum sandwich at very irregular intervals were about all the sustenance that Edwards and he had a chance to get through twenty hours. Hogan started fight in at Park row a little past 4 A. M., set his regulars and emergency men hard at work wiping off the row, fumped up to the Bowery, scattered a few orders along that street, went next to Fourteenth street and Broadway and so worked his way up to Columbus Circle. o Fourteenth street and Broadway and o worked his way up to Columbus Circle. Big Bill put down the telephone transmitter at 6 A. M., after hiring 400 extrarucks and carta and recruiting 5,000 streamen. Three thousand extras howed up for work yesterday and there will be 2,000 more on the job to-day. It wasn't as easy to get the extra trucks as it was to find shovellers. The truckmen, most of them at least, had figured or having two holidays in a row, Christmas and Sunday, and they wanted about ouble pay for turning out yesterday and carting the snow to the rivers. In ome cases Big Bill had to boost the pay

some cases Big Bill had to boost the pay \$i a day.

At 6 o'clock in the morning he left his office and automobiled to Columbus Circle, working down town while Deputy Hogan worked up. Their plan was to get the main streets shoveled off and sanded and to scrape the streets leading to the ferries and the fire engine houses. There were five or six inches of wet, close packed mow which froze toward daylight and was as hard to shovel as so much asphalt, and more snow kept coming. SAND SPRINKLED ON THE ICED PAVE-

MENTS The Commissioner tried out a new scheme which seemed to work pretty well. After he cleaned the main street well. After he cleaned the main streets and piled up the snow in great heaps he sprinkled sand pretty thickly on the alippery coating the snow had left. It was a blessing to the cab horses and to the automobilist, for it prevented the slipping and straining and skidding that might have caused pretty serious accidents. Commissioner Edwards said last night that it was the first time so far as he knew that the plan had been worked in New York and that it had been very successful. He sent sand wagons in the trail of the shovellers and sprinkled Manhattan with grit from the Brooklyn Bridge to the monum at Fifty-ninth street.

Altogether the Commissioner had 6.700 men at work yesterday and last night 3.700 regular employees of the Street Cleaning Department and 3.000 extra men. Resides the 400 extra trucks and carts he was able to rustle over the telephone he had in use 500 of the department's trucks and carts and fifty-four snow ploughs. The department owns forty ploughs but Big Bill was able to scout around and dig up fourteen privately owned ploughs. The lodging house keepers along the Bowery and Park row know whenever a snowstorm comes along that they are going to hear from Big Bill, so they volunteer assistance by telling their patrons to stok around and get a city job. Big Bill called up all the lodging houses he could think of on Saturday night and found no trouble at all in hiring hands. He paid the shovellers 25 cents an hour and furnished a shovel to each one. He put another scheme into effect yesterday, one that worked out nicely, he thought. Whenever he came across a gang that appeared to be working harder than 25 cents worth an hour Big Bill made a note of it, taking the name of the foremen and the time he spotted the zeal. He thought he could find a way of slipping the hard workers a little bit more than the regular rate of pay. 6,700 MEN AND 900 TRUCKS.

The detail of the work which resulted in a pretty thorough cleaning of the most important traffic streets below Fifty-ninth street went about like this. The snowploughs worked up and down and across the town. After they had torn a way through the drifts and loosened the clutch of the wet stuff scrapers and rotary brooms were sent over the ground the ploughs had covered. Then came the shovellers, who made snow forts along, which dropped grit on the scraped streets. The Commissioner reported last night that the main streets below Columbus Circle were all in good shape and that he would tackle to-day the problem of cleaning the town above Columbus Circle. He thought that he would be able to finish

cleaming the town above Columbus Circle.
He thought that he would be able to finish
up the whole job by Wednesday if there
wasn't another snowfall.

He hadn't quite figured out what the
storm was going to cost the city in snow
removal expenses, but some of his subordinates estimated that \$100,000 would
shout cover the job

dinates estimated that \$109,000 would about cover the job.

Deputy Commissioner Owen Murphy had charge of the snow removal in Brook-lyn. He went to work at 6 o'clock yesterday morning with 700 extra shovellers and 575 carts and trucks. The work yesterday was confined to clearing the snow from the Borough Hall Square, a few of the business streets and the ferry approaches. The Deputy Commissioner wants to hire 1,000 more men at 25 cents an hour, shovels found.

JOHN KIMBERLY MUMFORD

Author of "ORIENTAL RUGS" Will hereafter be associated with

Kent-Costikyan KNABE BUILDING

Thirty Ninth Street and Fifth Avenu

ing that they were having trouble with the surface lines in that borough. Cars were away behind on schedule and running in bunches. There were crowds at all of the important transfer stations, particularly at 14th street and Third avenue, kicking about delays.

The subway had practically no trouble at all. The worst strain it felt was after the theatre on Saturday night when folks took a look around, shook their heads at the trolleys and hustled into the tube. Yesterday the Manhattan trolley lines had got into such shape that the subway was relieved of the extra traffic.

The storm interfered somewhat with

was relieved of the extra traffic.

The storm interfered somewhat with funerals and had it been any other day than Sunday the inconvenience would have been far more serious. There are comparatively few Sunday funerals. In one case, that of a funeral in Flatbush, interment was to have been made in Woodlawn, but on account of the weather the remains were placed in a vault in Greenwood Cemetery. Another funeral Greenwood Cemetery. Another funeral scheduled to take place at 10 in the morning was put off until 1:30 in the afternoon account of the storm. Funerals got through to Calvary, but the drivers complained bitterly of the wind.

through to Calvary, but the drivers complained bitterly of the wind.

PENNSYLVANIA RALLEGAD CATCHES IT.

Of all the trunk lines that come to New York the Pennsylvania suffered the most. After all day yesterday had been devoted to straightening things out and they had been got fairly straight by 7 P. M. the wind filled up outs wast of Trenton and in Pennsylvania once more with snow and the whole system in those parts was tied up. Train 175, which is a New York and Philadelphia express, left Jersey City at 4 o'clock P. M. It got about fourteen miles beyond Trenton and then was stuck in a snowdrift. Train 125, another Philadelphia express, left Jersey City at 5 o'clock and got seven miles beyond Trenton, where it stuck. At 9 o'clock last night a snow-plough was started from Jersey City to out its way through the snow as far as it can go.

road were discontinued at 7 o'clock and service was maintained only as far as New Brunswick. But at 11 o'clock it was announced that the service for Philadelphia and the West would be resumed at midnight.

Trains that reached Jersey City in the daytime were from eight to fifteen hours.

Trains that reached Jersey City in the daytime were from eight to fifteen hours late. The New York special from the South, due at 7:50 A. M., was stuck the other side of Philadelphia. The eighteen hour train from Chicago due at 9:25 A. M. did not arrive until 10:40 last night. At a point beyond Downington, Pa., the train was held up for four hours in a snow bank.

The freight service of the road was put out of commission at 3 o'clock in the morning and many freight trains are stalled all along the road.

The local train service is in fair shape. The waiting room at Jersey City was crowded all day long.

crowded all day long.

SAND BURIES COASTWISE TRACKS.

Sand caused more trouble than snow on a long stretch of the Atlantic Highlands division of the Jersey Central railroad along the shore front between Seabright and the Atlantic Highlands. The wind blew a terrific gale from the ocean, ploughed up the beach and scooped up the sand, whirling it over the tracks and covering the rails in some places several feet. Telegraph and telephone poles were blown down, which added to the misery of the railroad men by cutting off communication. There was difficulty in getting together a sufficient force of men to clear the tracks owing to the holiday. By dint of hard work the sand was removed from one track at 4 P. M. and at 6 o'clock last night both tracks were again ready for business. At that hour the first train bound for the Atlantic Highlands route left Communipaw.

Incoming snowladen Baltimore and Ohio trains rolled into the Jersey Central station from six to seven hours late. SAND BURIES COASTWISE TRACKS.

Only trains rolled into the Jersey Central station from six to seven hours late. Philadelphia and Reading trains were from fifteen minutes to half an hour behind time and the local Jersey Central trains were nearly all late. The Freehold division went out of business at 11 A. M. on account of the frifting snow. Freight traffic on the Jersey Central was suspended at 1 A. M., but was partially resumed at 8 A. M.

S A. M.
GLAD THE COMMUTERS STAYED AT HOME.
Officials of the Eric Railroad thanked their lucky stars that their commuters were staying at home. The local Sunday trains were from five to twenty-five minutes late. Train 4 from the West got in eighty minutes late, but Train 2 from Buffalo arrived at 7:15 A. M., exactly on time. The freight service was tied up twelve hours.

HARD ROAD BETWREN HERE AND ALBANY.

On the New York Central the trains from the West came in here from one to three hours late. The Southwestern Limited, due at 5:55, was three hours behind; the New Yorker, due at 7:45 o'clock, got in shortly before 9, and the Eastern Express, due at 8:30 o'clock, was also two hours late. The Albany and New York Express, due at 8:59 o'clock, was stalled at Poughkeepsie. A second section was made up there and the train finally got in two hours behind.

The trouble was practically all between HARD ROAD BETWEEN HERE AND ALBANY

in two hours behind.

The trouble was practically all between Albany and New York. The storm in the West was negligible, according to the railroad men, and trains from the West as a rule pulled into Albany on time. Then the difficulties began. There was about two inches of snow in Albany and it kept getting worse all the way down the Hudson.

The New Haven through trains from Boston came in from two to three hours late. The tieup was not sufficient to disturb the schedule of outgoing trains of either road.

TROUBLE AYLOAT.

TROUBLE AFLOAT.

The White Star liner Laurentic, driven by combination turbine and reciprocal engines, camelinto Quarantine on Saturday night early enough to be cleared by by health officer and the customs boarding officer, but her skipper feared to venture up in the high wind and snow. Capt. Jim Bradley of the revenue cutter Hudson that put the customs officer aboard the big ship had a hard time getting back to the Battery in the obscuring snow. TROUBLE AFLOAT.

getting back to the Battery in the obscuring snow.

The French liner La Touraine, which arrived off the Hook on Saturday night, anchored in the storm unobserved by anybody and without proclaiming her nearness by wireless. She had had rough weather all the way across, but none worse than that she anchored in, and she

was a long time getting up to her pier because of gale and tide.

All Sound boats bound to and from this port were delayed from four to eight hours by the storm.

wants to hire 1,000 more men at 25 cents an hour, shovels found.

MANHATTAN RAILROADS FARED PRETTY WELL.

The Metropolitan suffered a good deal less from Saturday's storm than the B. R. T., or the Bronx trolley lines. The Metropolitan folks had to go to work on the jump, though, to keep square with their schedules.

Late Saturday night they were having trouble with the Third avenue line, the Madison avenue line and the 125th street crosstown, but they shot a dozen big sweeper cars with rotary brooms out along the blocked tracks and cleaned things up in a jiffy. The office of the superintendent of transportation reported last night that all tracks were clear and that the service was pretty near normal. The elevated roads had trouble from short chrouits at the height of the storm, but the East Side road got reasonably clear at midnight Saturday and the West Side roads at 3 A. M. yeeterday.

People up in The Bronx were complain-

TRAINS ABANDONED IN SNOW

PENNA. R. R. GIVES UP EFFORTS TO GET THROUGH DRIFTS.

Cuts Between Harrisburg and Philadel phia Filled and All Traffic Suspended
—Few Trains Running Between Baltimore and the North—Wires Down. HARRISSURG, Pa., Dec. 26 .- All eastund trains on the Pennsylvania Railroad were stopped here after 4 o'clock this morning on account of the heavy drifts between Lancaster and Phils

To-night between four hundred and five hundred stranded passengers were quartered in the hotels of Harrisburg. All day long they waited for the opening of the line, but early this evening they were notified that the snow was drifting back into the big cut east of Iancaste as fast as it could be ploughed and shovelled out and that there would be no trains to Philadelphia or New York before morning.

cared for. Those who lacked funds were supplied by railroad officials.

WASHINGTON, Dec. 26 .-- A train which oft New York at 9 o'clock last night got nto Washington late this afternoon. No more trains are expected from New

York until some time to-morrow, when according to advices received at the Union Station here it is hoped the wires will be repaired and snowdrifts cleared away o that traffic can be partly resumed. It is not expected that any attempt will be made to put any of the northbound

schedules into operation for several days. No effort will be made to run a train out of here northward to-night. During the day a desultory local service has been maintained between here and Bal timore, and the Southern trains, while delayed by drifts and poor telegraph ctions at some points, have aged to get along.

The tieup of railroad traffic north this point is as complete, apparently, as during inaugural week last March and at the time of the big blizzard of 1899. Five inches of snow fell in the thirty hours ended at 9 o'clock this morning. High winds made out of door life dis-

Reports here indicate the most serio interruption in the telegraph service to be near Wilmington, Del., but the rail-road officials have been advised that seedules will be resumed some time to-

cedules will be resumed some time to-morrow.

Late this afternoon the B. & O. offi-cials reported traffic northward at prac-ticelly a standstill. In addition to deep cuts full of drifting snow and interrupted telegraph service due to high wind the road is hampered by the fact that the automatic signal boxes used on the lines became clogged with snow and refused to work.

to work.

On the Pennsylvania there were half
a dozen deep cuts full of snow between
Baltimore and Harrisburg, and hardly
a wheel is turning on the Eastern divi-

Although the five inch fall of yesterday Although the five inch fall of yesterday and to-day is about as much snow as Washington usually gets in one dose, the local street car lines managed to handle the situation pretty well, and by keeping their ploughs running all night at frequent intervals traffic to-day, while somewhat delayed at times, was not tied up or even seriously hampered.

Baltimore, Dec. 26.—Baltimore has been practically cut off to-day, so far as railroad service is concerned, from New York and New England.

Two trains that left New York late last night and were due early this morn-

Two trains that left New York late last night and were due early this morning-arrived this evening, ten hours late, but not one of the trains that left New York or Philadelphia this morning has reached Baltimore nor has any train from this city got beyond Elkton, where the drifts are reported to be from twenty to twenty-four feet.

The snow began falling here early yesterday morning and continued unceasingly for twenty-four hours. Then a high wind followed that piled the drifts or great heights throughout the suburbs.

to great heights throughout the suburbs demoralizing railroad service in all direc-tions from Baltimore.

tions from Baltimore.

The tieup was the most serious here since the blizzard of 1899. The greatest trouble was experienced between Iron Hill and Elkton and 2,000 men were at work all day with pick and shovel trying to cut out the stalled trains on both the Pennsylvania and Baltimore and Ohio.

On the Pennsylvania alone four trains were stalled at this point. The first was northbound from Baltimore. The other three were southbourdt, coming from New York and Philadelphia. The first of these was the New York mail train, carrying passengers and the morning papers of New York and Philadelphia to Baltimore and Washington. This train should have passed through Elkton at 4 o'clock this morning. Train service into Baltimore from the South and West was delayed but not stopped by the storm PITTERLEO, Dec. 26.—The storm in western Pennsylvania is the worst in years. Not since 7 A. M. has there been a train from the East, though late tonight it was said trains would be brought through before daybreak.

It is one of the worst blockades the Pennsylvania Railroad has ever known, and this afternoon more than 1,000 men were hurried into the mountains from Pittsburg to assist in getting the tracks clear.

Travel by trolley to towns near Pitts-

Pittsburg to assist in getting the tracks clear.

Travel by trolley to towns near Pittsburg was almost impossible to-day. It snowed and the wind blew hard all the night, and there were no cars on interurban lines from midnight until daybreak at which time many of the lines were found to be snowed up completely. On some of the lines drifts thirty feet deep were found piled on the tracks for miles and several of the roads were unable to resume traffic at all to-day, nor will they resume for forty-eight hours more.

On the Waynesburg and Washington Railroad about forty miles from Pittsburg a train which left Washington at 6 o'clock last evening had not reached Waynesburg this evening having been snowed up about midnight between the towns.

snowed up about midn.ght between the towns.

Lancaster. Pa.. Dec. 26—Last night's blizzard, following a snowfall of sixteen inches, has closed all of Lancaster county's 100 miles of trolley lines and it will be days before a wheel moves.

Passengers from a number of cars caught on the lines had to take refuge in farmhouses, where they are yet.

Every highway in the county is closed by drifts and Lancaster is isolated from the rest of the county.

ALTOONA, Pa., Dec. 26.—The worst snowstorm that has visited this region in years fell yesterday, last night and to-day. The snow dontinued almost unceasingly for 36 hours, reaching a depth of 18 inches. From midnight last night until 7 o'clock to-night not a train reached here from Philadelphia. There is no trouble on the Pennsylvania between here and Pittaburg or Harrisburg, which runs through a mountainous region now buried under deep snow. The tieup is east of Harrisburg.

Morton Trust Company

LEVI P. MORTON, President. 38 Nassau St., New York

Capital, \$2,000,000 Surplus & Undivided Profits . 7,500,000 Receives Securities for Safekeeping and Collects Income

two sections, composed of maland express cars, are still imbeded.

The first section was dug out at 6 o'clock to-night. It included several day coaches and half a dozen Pullman sleepers. This train while being brought northward stopped at Prince, Del., and took aboard fifty passengers from southbound train 79 from New York, which left here at 7 A. M. and became stalled. These passengers suffered greatly from cold, the engine fires being drawn because of a lack of water. They spent the night here and in Philadelphia and will try to resume their journey to-morrow.

The Pennsylvania Railroad officials announced to-night that the worst trouble is being experienced from huge drifts between Iron Hill and Price's.

Four tracks between Wilmington and Philadelphia are open.

When Man, a Visitor, Gets Lost and Loses His Life.

Staten Island suffered severely, especially in the matter of transit. Theatregoers returning from Manhattan were surprised on arriving at St. George that there were no trolleys running. They had to take the trains on the Staten Island Rapid Transit system, which only skirts along the shores, and those residing inland had several miles to walk to their homes through heavy drifts.

There was one fatality. Frederick E. McDonald, 42 years old, a travelling salesmen of White Plains, was found frozen to death with two Christmas gifts

between Iron Hill and Price's.
Four tracks between Wilmington and Philadelphia are open.
When train 79 was imbedded at Price's a relief engine and car were sent to it from here. This engine was soon stalled and a second relief engine and car were started, only to be lost. Railroad officials were mystified when a northbound relief engine reported that the second relief engine was missing. The engineer said, however, that he saw an immense snowdrift half a mile below Stanton. This, it subsequently proved, was the missing engine and car, they being completely covered. Both relief engines and train 79 will remain imbedded until to-morrow.

and train 79 will remain imbedded until to-morrow.

The passengers of the first section made a raid on a store at Iron Hill for food and cleaned the place out.

The Delaware division of the Pennsylvania Railroad and all of its branch lines are out of business. The New York and Norfolk express which left New York at 9 o'clock last night got as far as Dover to-night, where it was stalled.

The Baltimore and Ohio Railroad between Baltimore and Philadelphia is also blocked. Four passenger trains are tied up.

The Yale dramatic club going to Wash-

snowfall hereabouts averaged eigh-PHILADRIPHIA, Dec. 26.—Philadelphia was hit hard by Saturday night's bliz-

zard.

Except for the Market street subway and elevated road the entire rapid transit system was put out of business.

Traffic in all directions on the Pennsylvania, Reading and Baltimore and Ohio railroads was virtually paralyzed and the storm crippled all telegraph and telephone service.

phone service.

Philadelphia was almost isolated from the world. Not since the blizzard of 188 has the city been so completely tied up.
Great damage was done in city and
suburbs. Broken wires paralyzed the
city's electric light service; buildings

suburbs. Broken wires paralyzed the city's electric light service; buildings were crushed by the weight of snow and high winds.

The railroads are making efforts to open their lines, but the Rapid Transit system is in such a tangle and the streets are piled so deep with frozen snow that it may be days before the system will be in anything like normal shape.

According to Director Bliss of the local weather bureau there was a total snow-fall of 23 inches.

"High winds: snow drifting badly still:

weather bureau there was a total showfall of 23 inches.

"High winds; snow drifting badly still; the outlook for to-morrow not very encouraging as yet; too early for definite predictions as to the reestablishment of train service around Philadelphia," was the best that could be got at Broad Street Station at 10 o'clock to-night.

Shortly after 6 o'clock train service on the Pennsylvania railroad was all but abandoned. No trains were being sent out for the West.

No trains are being sent south over the Philadelphia, Wilmington and Baltimore road. The train from Washington for Philadelphia due at Broad street at 12:30 noon was icebound near Perryville.

The New York division was announced open to Philedelphia about 6 o'clock and everal trains were brought in in about

Three electric trains from Atlantic City on the West Jersey and Seashore Railroad were stranded in the snow near Franklinville and at 10 o'clock last night had not reached Camden, though the first train left the shore at 7:30 yesterday morning.

first train left the shore at 7:30 yesterday morning.

POBILAND, Me., Dec. 26.—Property was damaged many thousand dollars, several persons narrowly escaped with their lives, when a storm driven high tide that reached the proportions of a tidal wave inundated Portland's waterfront to-day and carried away a dozen small buildings besides tearing scores of craft from their moorings in Portland harbor. The many summer resort islands of Casco Bay were nearly stripped of wharves and piers.

Casco Bay were nearly stripped of wharves and piers.

To-night Casco Bay is strewn for miles with wreckage of all kinds. The big wholesale provision and drug houses on the waterfront were the chief sufferers, water rising to the street floors and ruining thousands of dollars worth of stock.

The prisoners in the police station were driven from their cells in the basement to the second story.

Thomas Harris was caught by the wave as he was swimming ashore from his houseboat to escape it and thrown fifty feet above high water mark.

Thirty yachts of the Portland Yacht Club were torn from their cradles in winter quarters and badly damaged.

ALL NIGHT IN SNOWBANK. Street Car in Connecticut.

STAMFORD, Conn., Dec. 26.—Four women and two men spent last night in a street car here. It was stalled in a snowbank at Sound Beach from 11 o'clock until 6. Shippan Point, a part of Stamford, was cut off from the rest of the city for six hours by a high tide that flooded the streets and prevented traffic. Eastbound trains on the New Haven road were de-

trains on the New Haven road were de-layed here.

The eastbound Washington and Boston express due here at 1:43 last night did not arrive until 9 this morning. At midnight to-night eastbound trains from New York were running close to seehdule, westbound trains from Boston were upward of two hours late in some instances.

SNOW BOUND IN AUTO ALL NIGHT Three Persons Held by Sixteen Foo Drift Till Nearly Frozen.

CHESTER, Pa., Dec. 28.—Held fast in a sixteen foot snowdrift from 11 o'clock last night until nine this morning unable last night until nine this morning unable to make their signals of distress heard or seen and afraid to venture from their automobile for fear of being lost in the storm was the experience of Mr. and Mrs. I. N. T. Kerr of Trainer and Miss Josephine Elliott of Philadelphia.

All had a narrow escape from death by exposure. Finally, after a road was broken by a huge snowplough drawn by ten horses, Mrs. Kerr was carried to the residence of M. M. Graham and received medical attention.

PINCHOT WAS STORMBOUND.

Couldn't Get to New Rochelle to Address

there were no trolleys running. They in leaving and then had to lee the them had to take the trains on the Staten Island all railroad despatching wires being down.

The Boston and Maine trains from Ver-

frozen to death with two Christmas gifts under one arm on Richmond Terrace near the power house of the Staten Island five hours late. Railroad Company at Livingston. Doran, employed at the power house came upon the body in the snow as went to work yesterday morning.

White Plains, celebrated Christmas the home of a friend, Charles Sudderthe home of a friend, Charles Sudder-hauser, on Davis avenue, Livingston, Richmond. They left there at 12:30 o'clock yesterday morning to catch a train. Nelson led the way, breaking a path. Their course lay down Davis avenue to the terrace, or within a block of the terrace they could turn into Liv-ingston place and make the depot. One was as short as the other, but when they reached the corner Nelson kept straight ahead. McDonald turned into Living-ston place hecuse, it is supposed he

ahead. McDonald turned into Livingston place because, it is supposed, he would then have the wind against his side rather than into his face.

When Nelson reached the terrace a trolley car passed going toward the ferry, so when McDonald did not join him at the depot he thought McDonald had taken the car. He went on McDonald evidently became mixed and wandered to the place he was found, passing the depot on his way.

The schooner Lizzie Dennison, Capt. Newcombe, which anchored off Stapleton Friday, dragged the two anchors she had

Newcombe, which anchored off Stapleton Friday, dragged the two anchors she had out Saturday night and narrowly escaped hitting the Quarantine station pier. She was rescued by the tug Hercules. On board the schooner were Capt. Newcombe, his wife, two children and eight men. A year ago during a storm the same craft. A year ago during a storm the same

A year ago during a storm the same craft had a similar narrow escape.

The fishing schooner Gracie, Capt. Olsen and six men, parted her cable and drifted ashore between Tompkinsville and Stapleton between 7 and 8 o'clock yesterday morning and battered to pieces. The sloop Dreamland parted her cable later in the day and met a similar fate against the sea wall. In both instances the men on board escaped without harm.

A pile driver belonging to former Alder-A pile driver belonging to former Alder man John Gillies pounded to piece against the municipal dock pier. Charle Wood, a watchman on board the pil driver, was rescued by ferry hands.

The pilot boats Trenton and Washing ton dragged their anchors and drifte close in to Clifton beach, but were pulle into safety by the tug McCaldwin.

SANDY HOOK CUT OFF.

All the Wires Went Down and the Eye of the Watch Towers Were Blinded. SANDY HOOK. N. J., Dec. 26 .- Satur day morning's calm weather and cloudy

sky was superseded in the afternoon by snow and sleet intermingled with hail which made it risky to walk the slippery beach.

The life savers put men on fog patrol vessels which might come within the

About 7 P. M. Saturday a clearing or rift in the snowstorm permitted the steamer Laurentic of the White Star Line to come into port. Her light signals, two green Coston lights which she made on the port quarter, were seen by the Sandy Hook marine observer and the vessel was duly reported. Nothing else was seen during the long and lonely vigil of the observer in his high tower. The wind was howling around the tower, coming from the northeast and changing to northwest, driving the snow before it, filling up every crevice, clogging the portholes or lookout places and darkening the windows.

The tower was shaking and swaying

and darkening the windows.

The tower was shaking and swaying from the gale, and snapping wires soon severed connection with the outer world, leaving Sandy Hook isolated. The Western Union Telegraph Company's and the Postal Telegraph Company's wires and the long distance telephone wires too went under. What dropped was buried in the snow, where some of the poles are also lying.

The railroad track to the Highlands was covered with snow and it took a

Western Union Tolegraph Company's wires and the Postal Telegraph Company's wires and the long distance telephone wires too went under. What dropped was buried in the snow, where some of the poles are also lying.

The railroad track to the Highlands was covered with snow and it took a long time for the regular Sunday train to get to the Highland Beach stopping place. No trains had arrived from New York, and not until this afternoon was another attempt made to open up connections by rail. A washout at the Highlands had made to open up connections by rail. A washout at the Highlands had not between the track and to stopping the washout the sound to to port this forenoon shortly before another snowstorm prevented vessels from navigating with safety. Finally the weather cleared and a small fleet oame in.

AUTOS COULDN'T GET THROUGH.

Mr. Bernheimer and Mr. Fanshawe Gave Up Trying to Reach New York.

Red Bank, N. J., Dec. 26.—A large touring car owned by Frank E. Bernheimer of New York, and a car of W. S. Fanshawe of New York and Shrewsbury, were stalled in the high snowdrifts this morning between Middletown and Keypport, and after a delay of about two hours the chauffeurs, who were instructed toget through to New York and Shrewsbury, which was returning to their New York homes from their summer home at Elberon, where they had spent Christmas. The car got as far as Middletown, but a little shead of them was Mr. Fanshawe's car stuck deep in the snow. The stream, and the though the drifts failed and they turned back, Mr. Fanshawe's car stuck deep in the snow. The stream, all islubroan troiley traffic was tied up in this part of New Yorks and streamen to the charge and they turned back, Mr. Fanshawe's car stuck deep in the snow. The stream, all islubroan troiley traffic was tied up in this part of New Yorks and the red party going to the Globe Hotel here. The party returned to New York and streamen to New York and the west are being taken at the charge and they turned back, Mr. Fanshawe's on the trains going to Boston.

Sr. Louis, Dec. 26.-Two Chicago and Christmas night in the cut south of Carthe People's Forum.

Gifford Pinchot, Chief Forester, was to have delivered a speech before the People's Forum at New Rochelle yesterday, but he was stormbound down in Pennsylvania and the meeting was post-bessed.

STORM GRIPS NEW ENGLAND

WIND AND SNOW BREAK WIRES AND PARALYZE TRAFFIC.

Gale Swells Tide and Boston Harbor Waters Flood Surrounding Lands
-People Downed in Beds-Millions
of Dollars Damage-Worst in Years.

Bosron, via Worcester, Dec. 26.-This city is to-day cut off from all points north and west by the worst snowstorm seen

Street car traffic was at a standstill until late to-night and but few cars are now running. Telegraphic communication has been cut off, the Postat having only a wire between their main office

and one of the local hotels working No trains arrived over either the Haven or Boston and Albany lines in the Haven or Boston and Albany lines in the south station from midnight last night to the incoming companies and pro-until after 4 this afternoon, and all trains ductions—Francis Wilson, journeying from two hours to six hours late from Philadelphia to the Criterion were from two hours to six hours late

mont, New Hampshire and Maine are now from eight to ten hours late, and no communication between stations is possible There was one fatality. Frederick E. as yet. It is reported that trains due at McDonald, 42 years old, a travelling the North Station at noon to-day from the as yet. It is reported that trains due at North will arrive in Boston in the morning while trains to Fitchburg and nearby towns are feeling their way in four and

It is reported that the heaviest part of the blizzard is around South Framingham and Boston suburban towns, and it will be several days before telegraph wires McDonald with William Nelson, also of and trolley wires can be repaired and

Boston harbor traffic was at a standstill from midnight and ferries from here to East Boston stopped running early this morning, cutting that section of the city off, while Chelsea, Charlestown and Cambridge people were compelled to walk and will also have to reach their busines in the same way in the morning, the street railway company being unable to

The wind blowing from the north drove the sea into the harbor and this evening the tide was the highest since 1851. It rose fifteen feet, or four feet above normal, and flooded the water front, particularly along Atlantic avenue where docks were under water, cellars filled and great damage was done to merchandise stored there. The harbor master estimates the damage at more than \$1,000,000.

On Cape Cod the wind blew eightytwo miles an hour, which makes this the worst storm since 1898. The heavy snow on the tress has broken

many of them in the parks an i on the In the harbor many vessels broke away from their moorings, but they were res-

cued by tugs and safely moored again. At Everett, which is back of Chelsea, and where many houses are built on low land there was a big flood that caused much damage and suffering. The water rose in many parts of that district as high as the second story windows and families were rescued in boats from the United States Marine Hospital. Mayor Bruce ordered the schools and public buildings opened as relief stations and those who are homeless have been supplied with blan-kets of the militia. About two thousand persons have been thus cared for.

On East Locuststreet Cornelius Harkin and his wife were drowned in their bed. They occupied a room on the second floor and the flood rose so quickly that they were drowned before help could get to them. In another house a baby was drowned and about 100 horses and cows have been drowned in Everett.

At Winthrop Crest there is a fine boule vard along the shore with a sea wall. About a mile of this wall has been knocked down by the flood and the big stones

away and along the Saugres River, where the houses are on low land, their occu-pants were rescued in boats.

Other towns along the shore wer siderably damaged. At Nantasket Beach many houses have had their piazzas and under pinning washed away. Bulk-heads were destroyed, so that the water had free sway. Damage was done at Lynn. and the storm seems to have been at its

worst along the north shore.

The steamer Governor Cobb. which was on its way South to run between Key West and Havana, was anchored in Woods Hole. She lost both anchors during the hard blow and had to proceed on her way toward New York, where she will

The life savers at Winthrop say that the storm of 1898, when the steamer Portland went down, was a zephyr compared

*** Whiskey

THE Whiskey of Quality for Persons of Discrimination and Appreciation. Distinctive in Quality, Purity and Flavor.

W. A. Taylor & Co., Agents, New York

deep are found. As 10 to-night the gallhad fallen, but the maw continues hear PROVIDENCE, Dec. 26.—This is the were storm Rhode Island has seen since 1892. The snow is heavy and wet and is breaking telegraph and telephone lines. The sint a telegraph wire working out of Providence to-night and the telephone service is demoralized. The street cars have been tied up all day, but are being operated to-night under difficulties. At least a hundred wire bearing poles of various kinds are down within the city. Trains are from four to eight hours late.

THEATRICAL BUSINESS HIT. Charles Frohman Obliged to Charter

Special Trains for Three Companies. The theatrical business was hard hit by the storm, coming as it did at a time when an unusual number of companies were moving. The week following Christmas is the time selected by Charles Frobman especially for new attractions at his New York theatres. But in addition Theatre, "The Fires of Fate" coming from Chicago to the Liberty Theatre, "The Commanding Officer" due from Philadelphia for the Savoy Theatre Mr. Frohman was obliged last night to send "The Arcadians," a huge musical comedy production, to Philadelphia, "Arsone Lupin" to Chicago and "Israel" to Philadelphia by specially chartered

trains.

At every stage door yeste day was posted a manager giving new directions to the stormtossed actors. Not "Merry Christmas," but "No regular trains, hurry to the depot and get on board the special at 3:55," was the salutation from mouth to mouth.

Every incoming organization

from mouth to mouth.

Every incoming organization, even on such a short journey as from Philadelphia to New York, was late. And even then only the actors and agtresso arrived. The scenery and baggage of "The Fires of Fate," Francis Wilson in "The Bachelor's Baby" and "The Commanding Office," will not arrive until noon to-day.

FOUND BENUMED IN DRIFT. Homeless Stallan, 78 Years Old. Picked Up in Bast New York.

Carlo Parillo, 78 years old. a homeless Italian, was found lying in a snow drift on Jamaica avenue, East New York, last night, by Robert Campbell of 183 Jamaica wenue, who with other men carried him to the Liberty avenue station. He was unconscious from exposure and an aming from starvation.

Capt. Reimels recognized him as a man who had been found on Saturday man who had been found on Saturday night, homeless and penniless, by Policeman Keifer in New Jersey avenue. He had been taken to the station house and held on a charge of vagrancy, was arraigned yesterday morning in New Jersey avenue court. The magistrate suspended sentence on him, the police say, and he went out into the cold to wander about. Last night he was again held on a charge of vagrancy pending arraignment in the same court this morning. The policemen thawed him out, and after the surgeon had treated him purchased a hot meal for him.



with the Ara-Notch in place of the bothersome

Cluett, Pesbody & Co., Makers ARROW CUFFS. 25c. a Pair

DIED.

NDRUS.—On Friday, December 24, 1909, Julia M., wife of John E. Andrus, in the 63d year

of her age,
of her age,
funeral services at her late home. Hudson
Terrace, Yonkers, N. Y., December 27, 160a,
at 2:30 P. M. Carriages at Hudson River
station to meet train arriving at 2:12 and 2:17 ACH.—On Sunday, December 26, 1909, at his residence, 35 West 12th st., Homer Phelps Beach. Notice of funeral hereafter.

BROCK.—On December 23, 1909, Arthur Brock.
Funeral services will be held at St. James's
Church, Philadelphia, on Monday morning,
December 27, 11 o'clock. Interment private.

December 27, 11 o'clock. Interment private. Please omit flowers.

BUDD.—Entered into rest, on Christmas Day. 1909. Emma Jourdan, beloved wife of Frederick W. Budd and daughter of General and Mrs. James Jourdan.

Funeral services at her late residence, 23d Henry st., Brooklyn, Tuesday, December 28, atter a brief lilness, at Burlington, Vt., Horace H. Ohtetenden, formerly of New York, son of the late L. E. Chittenden.

The funeral will be held at Burlington on Tues-

The funeral will be held at Burlington on Toes-day at 2 o'clock.

CLARKE.—On Sunday, December 26, from pass-monia, at his home at Dumon t, N. J., Dumon Clarke, in the 70th year of his age. Funeral private. Interment at Newport, R. L. CORWIN.—Entered into rest, on Christman Day, 1909, at his residence, 463 State st., Brooklyn. Major B. Ryder Corwin.

Funeral services will be held at St. Peter's P. E. Church. State st. near Hoyt st., Tuesday, December 28, 12 o'clock moon. Interment at Huntington, L. I.

COWEN.—On Sunday, December 28, Chasies A.
Cowen, in his 56th year.
Funeral services at his late residence, 302 West
194th st., on Tuesday, December 28, at 1:30
P. M. Please omit flowers.

CULBERT.—On December 35, 1909, at Pough-keepsle, N. Y., Frances L. Culbert, wife of the late Edward Culbert. Services will be held at the residence of her son, Frederick A. Culbert, at Cold Spring. Putnam county, N. Y., on Tuesday, Decem-ber 28, 1909, at 3 o'clock P. M.

DE VEAU.—On Thursday, December 24, Joseph M. De Veau, in his 73d year. Funeral services will be held at the Methodist Church, Ossining, New York, Monday, De-cember 27, 11:30 A. M.

cember 27, 11:30 A. M.

ROBINSON.—On Sunday, December 25, at Villanova, Pa., Alleen Ivers, wife of Edward Moore Robinson and daughter of the late Richard Ivers of San Francisco.

Notice of funeral hereafter. San Francisco.

London and Paris papers please copy.

SHEARER.—On December 25, 1909, James B. Shearer, aged 53, Body lying at TERFUNERAL CHURCH, 241 West 23d St. (CAMP-BELL BLDO.).

SHELDON.—On Saturday, December 25, 1909, at the Maples, Greenwich, Conn., George Preston Sheldon, beloved husband of Caretya P. Sheldon, in the 63d year of his age. Funeral Monday, December 27, at the residence of Henry L. Cammann, Esq., Putnam av., Greenwich, at 3 P. M. Train leaves Grand Central, Station, New Haven Railroad, at 2 P. M.
WARING,—Suddenly, on Sunday, December 26, 1909, at his home in Yonkers, Pierre Cooky Waring.

Waring.
Funeral services at his late residence.
burton av., Yonkers, on Wednesday
noon at 2 o'clock.

UNDERTAKERS,

FRANK E. CAMPRELL, 241-244, 200